COMET MODELS

W32 BR(W) HAWKSWORTH CORRIDOR BRAKE THIRD (BTK) Diagram D133

135 built 1949-1951; withdrawn 1961-1968; 7 preserved **64'**

These etched sides can be built into a complete coach using products from our range as supplied in our full kits. Please refer to the panel opposite. Should you prefer, they can also be used for scratchbuilding.

The Hawksworth coach designs spanned the period between the war years and nationalisation. Several designs, including this one, continued to be built into BR days.

The style was distinctive and although appearing massive they were handsome coaches. The fundamental changes were in the roof profile, which was rounded down at the ends (dome-ended), the reversion to a bow-ended design and an increase in length to 64'. The coaches were slab sided with very little tumblehome. They had end vestibules and a mix of corridor window sizes with 4' for 3rd class and 5' for 1st class. Sliding vents were provided in some corridor windows.

Most were introduced piecemeal as and when demands were made, although the Birkenhead-Bournemouth, London-Birmingham and London-South Wales workings were provided with sets in 1950, and *The Bristolian* was a Hawksworth formation in 1954. However, they could also be seen in branch line workings.

Sample formations

07.25	Cheltenham, Swindon, Didcot Reading, Paddington	**BTK**/CK/TK/**BTK**/CK/**BTK**/**BTK**/FK/TK **I** Cheltenham **I** Didcot **I** Reading **I**
18.55	Paddington, Maidenhead, Reading, Didcot, Oxford	**BTK**/TK/CK/**BTK**/TK/FK/**BTK** I Oxford **I** Reading **I**

Running numbers

1772-1786	built 1949	2225-2238	built 1950
2137-2185	built 1950	2240-2259	built 1950/51
2187-2223	built 1950		

Livery

Those coaches built before BR had chosen a livery in 1949 were given the final GWR chocolate and cream livery. The cream panel extended from 7" below the cantrail down to 1½" below the windows. Double lining was applied, the lower waist line being 7" below the upper one. Lining was black and gold, and numbers were in the lining panel at both ends. Roofs were painted grey. The monogram was replaced with the new Coat of Arms in the centre of the panel flanked by the words 'Great' and 'Western'.

From 1949 they received BR livery of carmine and cream with gold and black lining. The cream panel was the full height of the windows plus an inch top and bottom. The black line was against the cream. From 1956 they were painted maroon lined gold/black/gold at the waist and black/gold above the windows.

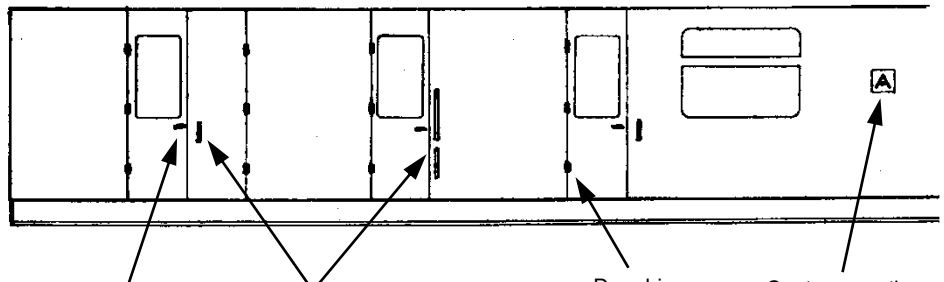
Further information

GWR Coaches 1890-1954	Harris	David & Charles
GWR Coaches Vols I & II	J H Russell	OPC
GWR Coaches Appendix II	J H Russell	OPC
Great Western Way	J N Slinn	HMRS
Great Western Coaches Official Drawings No.3	J Lewis	Wild Swan
British Railways Pre-Nationalisation Coaching Stock Vol. 1	H Longworth	OPC

COMET MODELS components required to complete this carriage are:

Underframe	UW2	Bogies	BW4
Underframe castings	UCW1	Roof castings	RC5
Ends	EW3	End castings	ECW2
Roof	C10	Interior	INT1

Scrap views showing additional detailing of sides and ends
(not all details may apply to this diagram)



'T' door handles are supplied in complete kits and are available in product C6

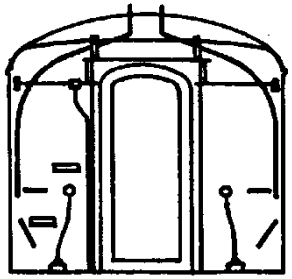
Make grab handles from 0.45mm wire

Door hinges

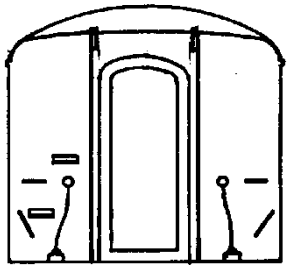
Seat reservation board

Door hinges, gangway suspension brackets, train alarm gear ears, gangway end covers and solebar ascending steps are available in product C26

End A



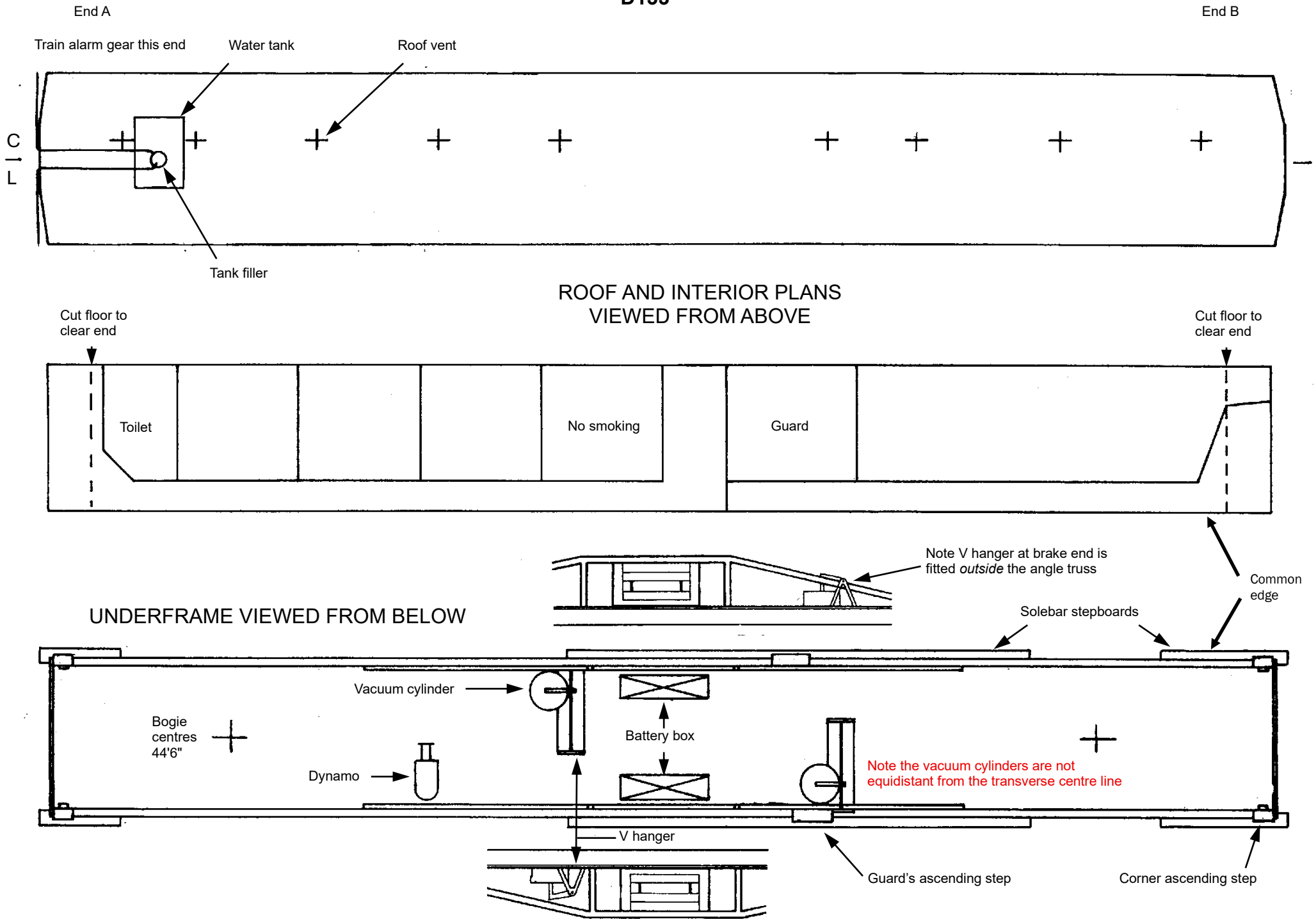
End B



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D133


End A
End B
Train alarm gear this end
Water tank
Roof vent
C
L
Tank filler
ROOF AND INTERIOR PLANS
VIEWED FROM ABOVE
Cut floor to clear end
Cut floor to clear end
Toilet
No smoking
Guard
Note V hanger at brake end is fitted *outside* the angle truss
Common edge
UNDERFRAME VIEWED FROM BELOW
Solebar stepboards
Vacuum cylinder
Bogie centres 44'6"
Battery box
Dynamo
Note the vacuum cylinders are not equidistant from the transverse centre line
V hanger
Guard's ascending step
Corner ascending step